

Appendix J
Early Stakeholder
Meeting Minutes



Project: KY 194 and KY 632 Planning Study
Pike County
Corridor Study

Purpose: Discuss Kellogg Pikeville Plant's future plans and traffic concerns

Place: Kellogg Pikeville Plant

Meeting Date: November 14, 2013
10:30 a.m. EST

Prepared By: Annette Coffey

In Attendance: Dan Coffey Kellogg
Tony Mims Kellogg
David Rigdon Kellogg
Mark Westfall KYTC, District 12 – Pikeville
Annette Coffey Qk4
Larry Ginthum Qk4

Mr. Westfall began the meeting by stating that the Kentucky Transportation Cabinet has hired Qk4 to perform a planning study on KY 194/KY 632 from US 119 to Phelps. The purpose of this meeting was to gather early information regarding the Kellogg Pikeville Plant (Kellogg) future plans or expansion plans and any concerns that Qk4 should consider when developing an overall corridor improvement and spot improvements. Mr. Westfall stated that the study would be a one-year study; however, the first focus of the study will be from US 119 to Deskin's Branch.

Kellogg has 370 employees with 60 to 70 trucks per week inbound and that same number outbound. Their truck traffic mainly comes from US 119. Their operation is 24/7 with four shifts. Kellogg mentioned the following:

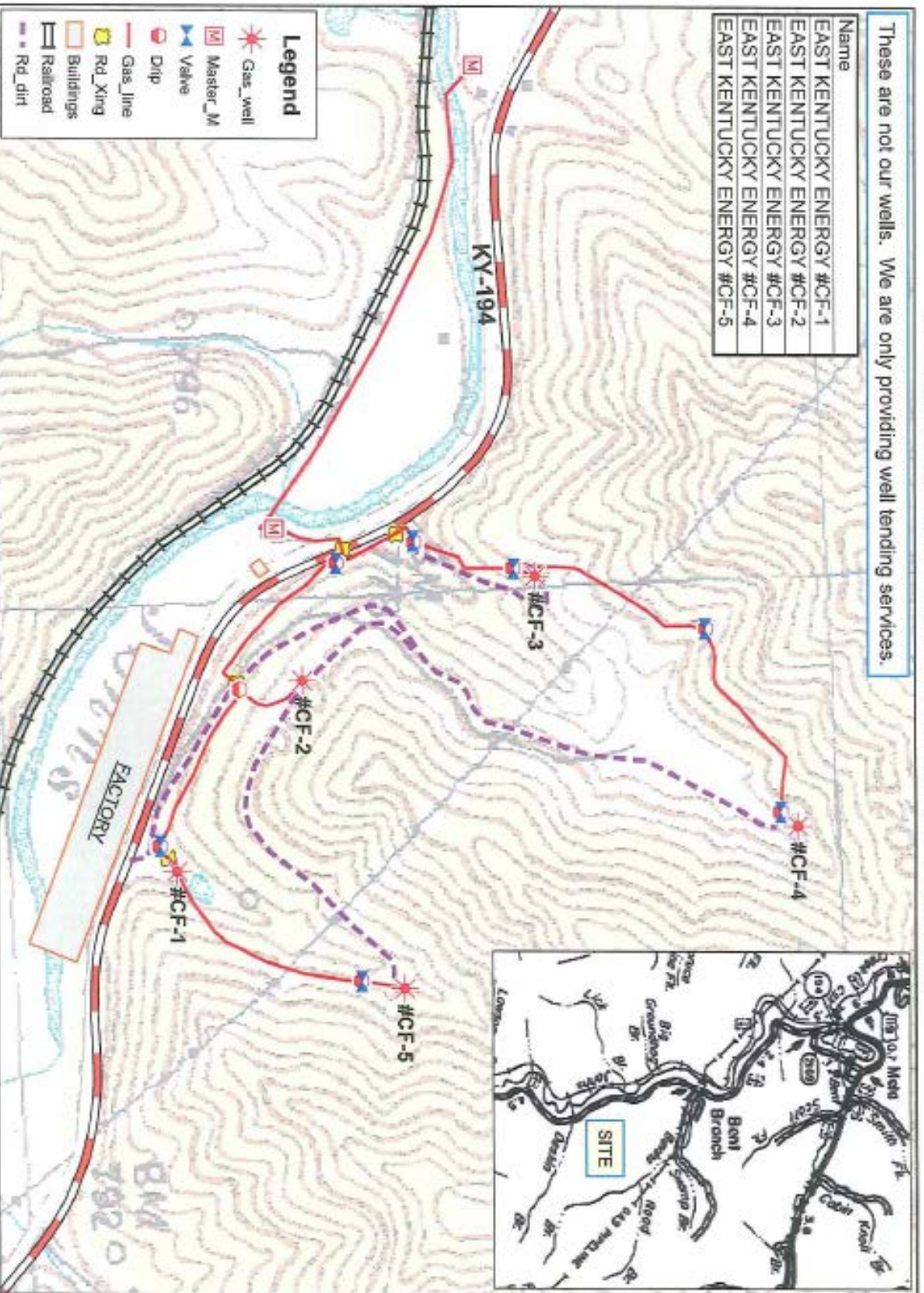
- Drainage issues in front of their plant proper are a concern. Problems derive from a combination of roof drainage to the front along with silted roadside ditches and/or cross drains along KY 194.
- Exiting the visitor's area parking turning toward US 119 is a major concern. Kellogg would also like to have a right turn lane at that entrance. Their receiving is Monday through Friday. Traffic spikes on Thursday because employees that do not receive direct deposit come to pick up their checks (approximately 50 employees), and some additional employees stop to pick up their paycheck stubs.
- Large trucks entering the westernmost entrance do not have a right turn lane and when two arrive at once it is a problem. Kellogg would like to have a right turn lane at that entrance. There have been several crashes into the existing guardrail and building in this area.
- The county owns the opposite side of the road from the Plant. There have been discussions by Kellogg about expanding with an off-site warehouse; one of the locations that would be considered is located across the road from the Plant.
- US 119/KY 194 interchange does not seem to be clearly identified for their out-of-state visitors. Kellogg has had three tractor trailers turn over making the move from US 119 to KY 194. Kellogg suggested perhaps flashing lights warning of a sharp turn at this ramp would help.
- Sight distance where their trucks exit the Plant at the easternmost access point is a concern.
- Kellogg also provided locations of the natural gas wells and supply lines from East Kentucky Energy that provides gas services to the Kellogg Plant (attached to minutes).

Mr. Rigdon will be the Plant's point of contact following this meeting.

KELLOGG PIKEVILLE PLANT (Cookie Factory) - Pike County

These are not our wells. We are only providing well tending services.

Name
EAST KENTUCKY ENERGY #CF-1
EAST KENTUCKY ENERGY #CF-2
EAST KENTUCKY ENERGY #CF-3
EAST KENTUCKY ENERGY #CF-4
EAST KENTUCKY ENERGY #CF-5



SEPTEMBER 26, 2005

Total length of line= 8250 feet





Project: KY 194 and KY 632 Planning Study
Pike County
Corridor Study

Purpose: Discuss McCoy Elkhorn Coal Corporation's
Future Plans and Traffic Concerns

Place: McCoy Elkhorn Coal Corporation
1148 Long Fork Road, Kimper

Meeting Date: November 14, 2013
2:00 p.m. EST

Prepared By: Annette Coffey

In Attendance:	Randall Taylor	McCoy Elkhorn Coal Corporation
	Matt Belcher	McCoy Elkhorn Coal Corporation
	Johnny Bevins	McCoy Elkhorn Coal Corporation
	William Spears	McCoy Elkhorn Coal Corporation
	Mark Westfall	KYTC, District 12 – Pikeville
	Annette Coffey	Qk4
	Larry Ginthum	Qk4

Mr. Westfall began the meeting by stating that the Kentucky Transportation Cabinet has hired Qk4 to perform a planning study on KY 194/KY 632 from US 119 to Phelps. The purpose of this meeting was to gather early information regarding the McCoy Elkhorn Coal Corporation (McCoy) future plans or expansion plans and any concerns that Qk4 should consider when developing an overall corridor improvement and spot improvements. Mr. Westfall stated that the study would be a one-year study; however, the first focus of the study will be from US 119 to Deskin's Branch. Notes were written directly on maps that are included in these minutes.

Mr. Taylor stated that McCoy had 300 to 500 trucks daily that travel KY 194 to their facility just east of KY 119. The trucks are loaded coming in and empty going out of their facility. Their access

both in and out for trucks is directly across from Bevins Branch. They are mining approximately 430 feet below the surface therefore, any improvements to KY 194/KY 632 will not impact the mine. Representatives of McCoy had several concerns and they are as follows:

- From US 119 headed east, the first conveyor over KY 194 is expected to be in use only three more years, therefore, for this project is not a concern.
- McCoy must have continued access both in and out at their main entrance which is directly across from Bevins Branch. There is poor sight distance at this location too.
- McCoy's stockpile area must remain intact.
- The 2nd conveyor traveling east from US 119, will be in operation another 15 years. McCoy stated that this conveyor is a fixed location and cannot be moved (shown in photo below).
- Several buildings cannot be relocated due to their operations and one is located in the photo below.
- There is an area of mine reclamation that could be utilized for the road improvements. KYTC would have to work with McCoy early so that they are able look for other locations for their reclamation.
- A ventilation building on the north side of KY 194 along a service road is fixed and cannot be moved
- There is also another building on the north side of KY 194 across from the stockpile area that is fixed and cannot be moved.



- McCoy maintains a low water crossing at the east end of their reclamation area that they need to have access to.
- There is also access to an active mine area just east of the reclamation area that must be maintained.
- Approximately 2800' east of Deskin's Branch, two of their employees were killed.
- A cemetery is located on an access road operated by Appalachia 2800' feet east of Deskin's Branch.
- McCoy staff noted there were several fatalities near MP 22.9 in an area that also has a water problem. This is the area that has new high friction pavement.
- There is a blind curve around MP 24.5.
- There is another bad curve at approximately MP 2.9

McCoy staff marked their area of operation and areas where other properties are located and provided Qk4 with High Ridge Mining's Bill Smith's mobile phone number.

The following pictures are taken from the notes written directly on the maps that day. They also include notes from the Kellogg meeting.



N. WINDY LAKE

SERVIERO

may be some

3yrs here

Black burn
Be Hom
Wanting to leave
Flood

ind
area
ns Branch

















App. location

00+05

00+10

00+20

00+25

00+30

00+35

00+40

00+45

00+50

00+55

Two slopes
Kettle

App. analysis

148.5

Temp. ESMT.
FOR GTR.

CSX Run spur



TEMP. ESMT. FOR SLOPE CONSTRUCTION & EROSION CONTROL

App. Silt traps

BEGIN RIGHT OF WAY STA. 39+70

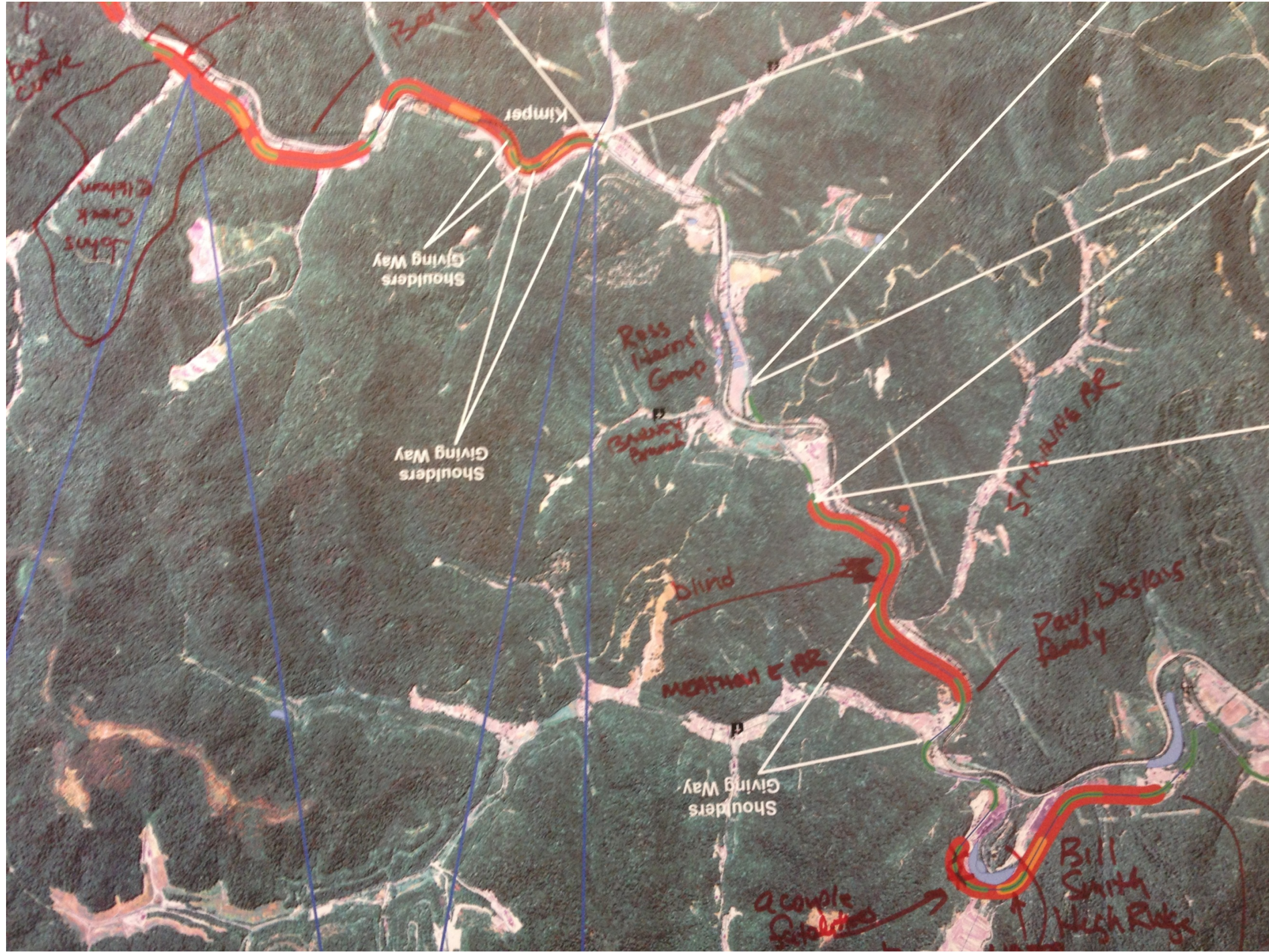
two employees participating

TEMP. ESMT. FOR ENTR.

40+00
45+00









MEETING MINUTES

Groundbreaking by Design.

Project: KY 194/KY 632 Pike County
Corridor Planning Study

Purpose: Ad Hoc Stakeholders' Meeting #3

Place: Pike County Coal Building - Pikeville

Meeting Date: April 15, 2014 (9:00 a.m.)

Prepared By: Tom Clouse

Attendees:

Mark A Westfall	KYTC D-12 Planning	mark.westfall@ky.gov
Billy C. Smith	High Ridge Mining	billyc.smith@yahoo.com
Todd Tackett	Revelation Energy	ttackett@revelenergy.com
Annette Coffey	QK4	acoffey@qk4.com
Tom Clouse	QK4	tclouse@qk4.com

Following introductions, Mark Westfall opened the meeting by explaining that Qk4 is performing a corridor study for KY 194 and KY 632 from US 119 to Phelps, and the project is broken into two phases. The first phase identified improvements from US 119 to just east of the Kellogg Pikeville Plant. The second phase includes from just east of Kellogg to Phelps. The project corridor is approximately 23 miles and is broken into five (5) segments. Mark stated that we are meeting with major stakeholders along the route to identify concerns and constraints that would potentially affect a total reconstruction alignment or spot improvements. The study is slated for completion in November 2014.

Both High Ridge Mining and Revelation Energy had representatives present at the meeting, and stated they would be in favor of mining in a manner that would be usable for road construction.

Neither company currently performs underground mining in the project corridor; each utilizes hi-wall mining techniques. Todd Tackett, representing Revelation Energy, identified locations of constraints such as stacker plants, load outs, and belts on Section 5. Mr. Tackett stated that Revelation Energy has approximately 1000 trucks per month per job (equates to 3000 trucks per month) utilizing this corridor.

Billy Smith, representing High Ridge Mining, stated that their deep mines have a minimum of 200 feet of cover. Mr. Smith informed the committee that on Section 2, High Ridge Mining has a belt line that should not be disturbed. He stated that they have approximately 2000 trucks a month using this corridor.

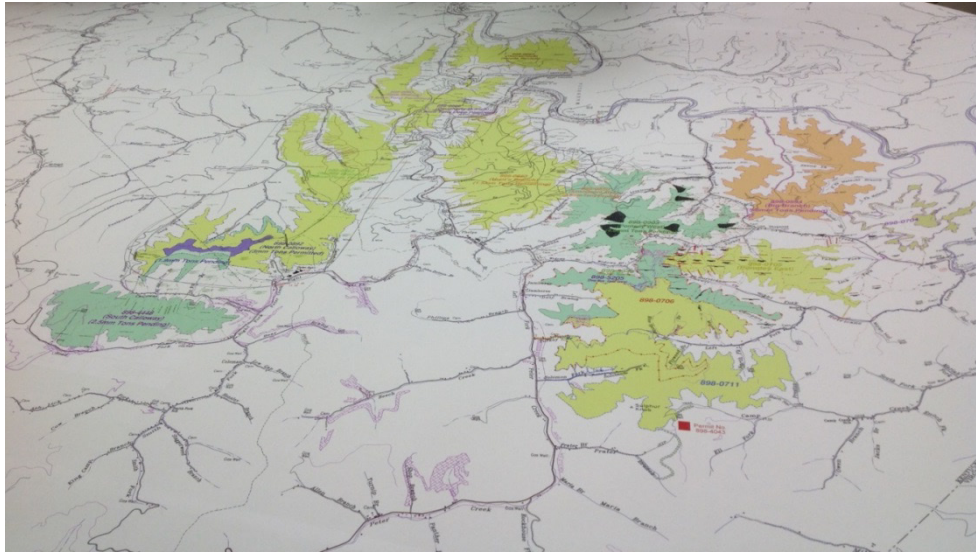
Mr. Tackett presented maps showing the group the expanse of their current mining activities in the area. Photographs of those maps follow these minutes. They are also participating with Pike County to develop ATV trails in the area, and he identified those areas on the mapping as well.

When asked their concerns or issues along the corridor, both Mr. Smith and Mr. Tackett stated that rain "kills" the coal companies because of crashes. They also conveyed that the high friction pavement has helped the crashes. They identified one "bad spot" between MP 3.0 to 3.5 where there is a westbound passing lane that merges back to two lanes right before an existing in a curve in Section 3. All agreed that this spot needs high friction pavement at a minimum.

The meeting adjourned at 10:00 am.

The following pictures are of maps that were viewed and notes written on during the meeting.

Revelation Energy Mining Locations



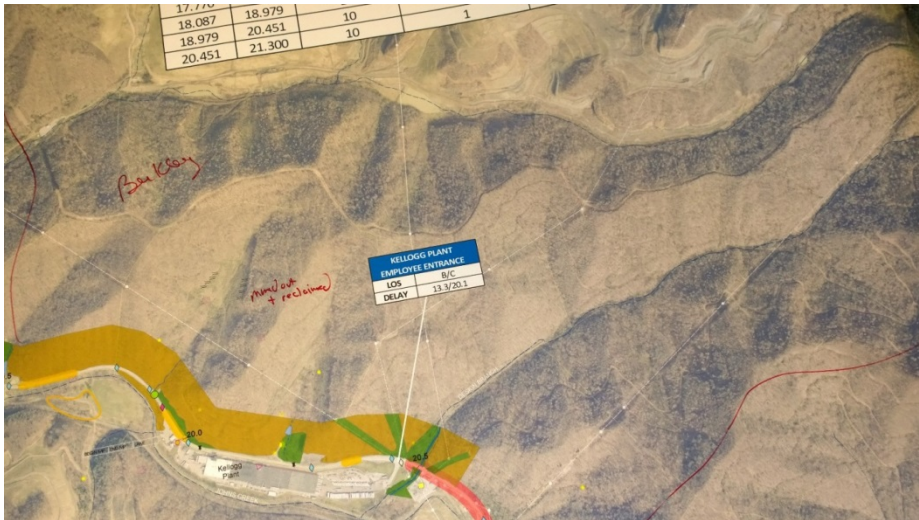
Revelation Energy Mining Locations



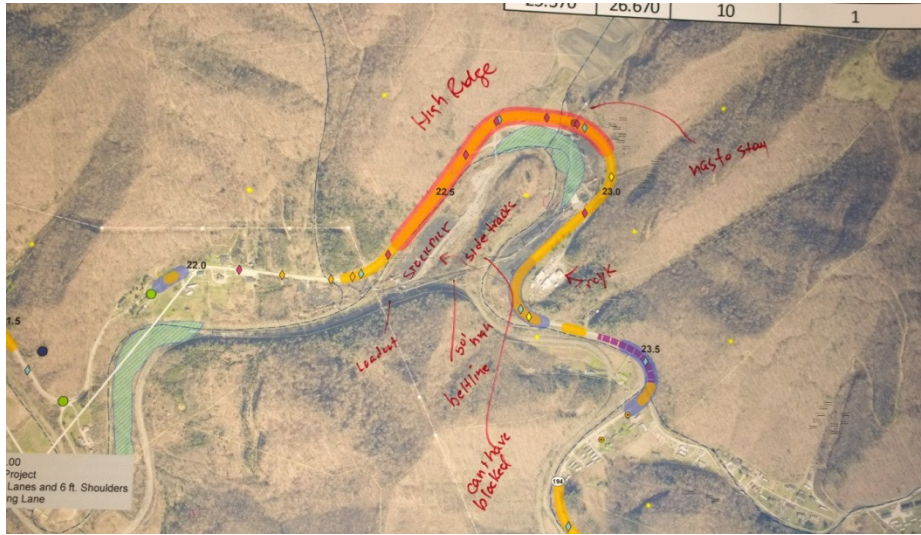
ATV Trails



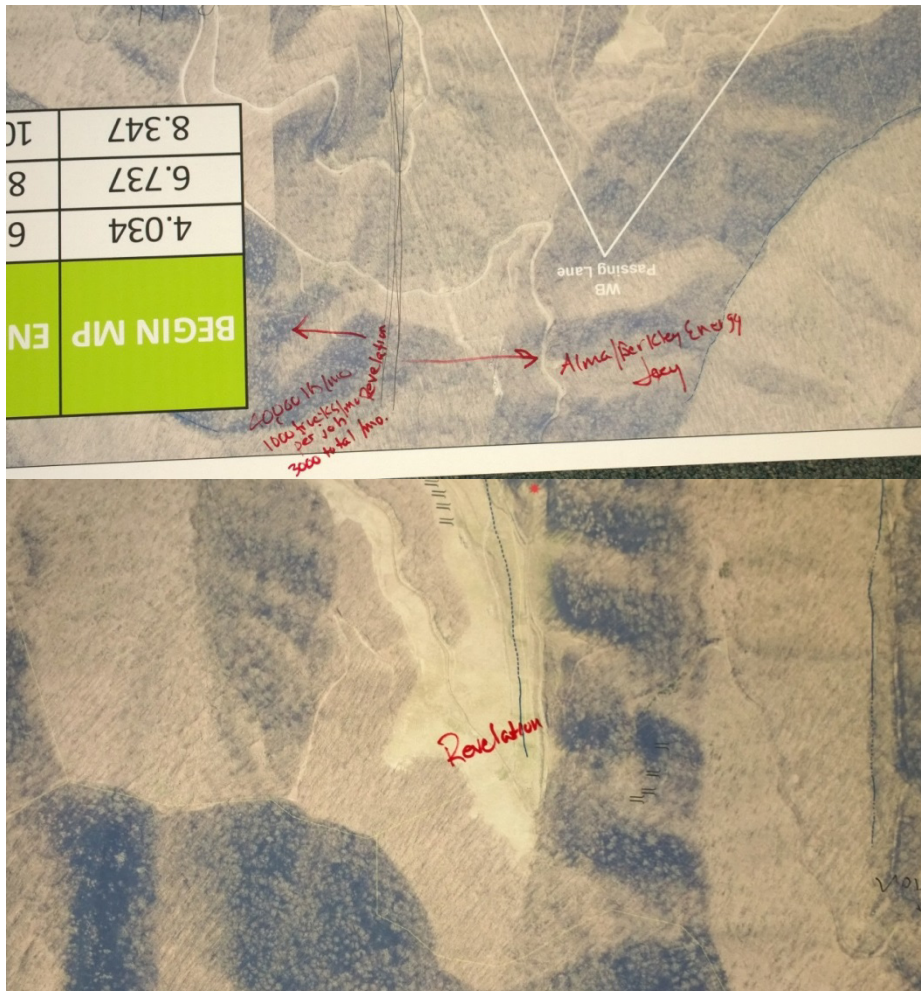
Section 1



Existing Conditions – Section 2



Section 4





Section 5- US 119 to Phelps

